

# REPORT

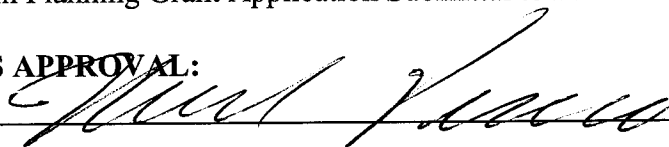
**DATE:** June 15, 2006

**TO:** Regional Council

**FROM:** Michael Armstrong, Lead Regional Planner  
[213-236-1914/armstron@scag.ca.gov](mailto:213-236-1914/armstron@scag.ca.gov)

**SUBJECT:** Aviation System Planning Grant Application Submittal to FAA

**EXECUTIVE DIRECTOR'S APPROVAL:**



**RECOMMENDED ACTION:**

Approve resolution #06-476-2 which authorizes the submittal of an aviation system planning grant application to the FAA and execution of all supporting documents.

**SUMMARY:**

The aviation system planning grant application to the FAA seeks funding for SCAG's aviation program in FY 06-07 (starting in October 1, 2006) to support work in developing a new Regional Aviation Element for the 2008 Regional Transportation Plan. These funds would be obtained from the FAA's Airport Improvement Program (AIP) discretionary funding.

**BACKGROUND:**

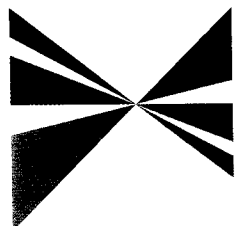
The focus of the scope of work in this grant application is on expanding and enhancing previous work on airport ground access, including assessing a regional network of FlyAway facilities (like the existing Van Nuys FlyAway) to increase utilization of the suburban airports in the region.

Tasks will be coordinated with recently completed and ongoing SCAG aviation studies, including the regional air passenger and air cargo forecasts, MagLev deployment Study and the Regional Airport Management Implementation Study.

Specific technical input for the continuous aviation system planning program will be provided by the existing Aviation Technical Advisory Committee, and the recently reconstituted Aviation Task Force. The Aviation Task Force includes designated representatives from the Federal Aviation Administration (Western-Pacific Region), the California Department of Transportation and air carrier and general aviation airports in the region.

**FISCAL IMPACT:**

SCAG's aviation program would obtain a potential addition of \$263,158 (\$13,158 match) from FAA Airport Improvement funds, to support development of a new Regional Aviation Element for the 2008 RTP.



**ASSOCIATION of  
GOVERNMENTS**

#06-476-2

**RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION  
WITH THE DEPARTMENT OF TRANSPORTATION.  
UNITED STATES OF AMERICA  
FOR A GRANT UNDER THE AIRPORT IMPROVEMENT PROGRAM  
ACT**

Resolution Dated July 6, 2006

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**Ventura County:** Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

**Orange County Transportation Authority:** Lou Correa, County of Orange

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

WHEREAS, the Secretary of Transportation is authorized to make grants for the Airport Improvement Program Act:

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant including the provision by it of the local share of project costs:

WHEREAS, it is required by the U.S. Department of Transportation in accord with the provision of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for federal assistance under the Airway Improvement Program Act, the applicant gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and other pertinent directives and the U.S. Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the applicant that Disadvantaged Business Enterprises will be utilized to the fullest extent possible in connection with this project, and that definitive procedures shall be established and administered to ensure that minority businesses shall have the maximum feasible opportunity to compete for contracts and purchase orders when procuring construction contracts, supplies, equipment contracts, or consultants and other services;

NOW, THEREFORE, BE IT RESOLVED by the Southern California Association of Governments:

1. That the Executive Director or his authorized representative is authorized to execute and file an application and a grant contract on behalf of the Southern California Association of Governments with the U.S. Department of Transportation, to aid in the financing of the 2003-2004 Airport Improvement Program.

DOCS #123340

M. Armstrong 6/15/06

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2. That the Executive Director or his authorized representative is authorized to execute and file with such application an assurance or any other document required by the U.S. Department of Transportation effectuating the purposes of this Grant.
3. That the Executive Director or his authorized representative is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application or this project.
4. That the Executive Director is authorized to set forth and execute minority business enterprises (Disadvantaged Business Enterprise and Women-owned Business Enterprises) policies and procedures in connection with the project's procurement needs

CERTIFICATE

The undersigned duly qualified Secretary to the Regional Council and Executive Director of the Southern California Association of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Regional Council held on July 6, 2006.

SOUTHERN CALIFORNIA ASSOCIATION  
OF GOVERNMENTS

\_\_\_\_\_  
MARK PISANO  
Secretary to the Regional Council  
And the Executive Director

\_\_\_\_\_  
YVONNE B. BURKE  
President  
Supervisor, City of Los Angeles

Date: \_\_\_\_\_

Attest: \_\_\_\_\_  
Karen Tachiki  
Chief Counsel

# BUDGET SUMMARY SCAG REGIONAL AVIATION SYSTEM PLANNING

October 2006 – September 2007

TASK	DESCRIPTION	SCHEDULE	BUDGET
<b>1</b>	<b>Regional Transportation Plan—Phase II</b>		
<b>A</b>	Airport Ground Access Study	10/01/06- 9/30/07	\$105,263
<b>B</b>	Update General Aviation Forecasts	10/01/06- 6/30/07	\$42,105
<b>C</b>	Aviation Task Force Support	10/01/06- 7/30/07	\$31,579
<b>2</b>	<b>Continuous Aviation System Planning</b>		
<b>A</b>	Collect and Update Aviation Activity Data	10/01/06- 9/30/07	\$21,053
<b>3</b>	<b>Services</b>		
<b>A</b>	Public Participation Program	10/01/06- 9/30/07	\$31,579
<b>B</b>	Local Government Assistance	10/01/04- 9/30/06	\$21,053
<b>C</b>	Reports, Coordination and Management	10/01/06- 9/30/07	\$10,526
	Total	10/01/06- 9/30/07	\$263,158
	Federal		\$250,000
	Local		\$13,158

## REGIONAL AVIATION SYSTEM PLANNING SCOPE OF WORK

### INTRODUCTION

The Southern California Association of Governments (SCAG) is responsible to the Federal Aviation Administration and the State of California for planning the regional airport system in accordance with federal and state guidelines and requirements. SCAG's Regional Council has recognized that no transportation mode acts in a vacuum separate from other transportation modes. Airport system changes in the past decade have provided the region the opportunity to proactively plan for the growth of regional aviation in conjunction with planning for other modes of transportation.

SCAG's 2004 Regional Transportation Plan, titled *Destination 2030* proposes a decentralized regional aviation element. This Plan would accommodate a total regional air passenger demand of 170 million passengers in 2030. Future demand for air travel will be largely served by using available capacity at suburban airfields located in the Inland Empire and north Los Angeles County where projected population growth will be best served, rather than relying on expanding existing urban airports. Cooperation between airport authorities is necessary to ensure efficient usage of capacity. Using this available capacity promotes a decentralized system that relieves pressure on constrained, urbanized airports and on the region's surface transportation infrastructure. Specific ground access improvements (including high speed rail technology) have been designed to foster airport decentralization. The focus of this scope of work is on expanding and enhancing previous work on airport ground access, including assessing a regional network of FlyAway facilities (like the existing Van Nuys FlyAway) to increase utilization of the suburban airports in the region.

The following work tasks will be accomplished in a twelve month planning period. Organization of this continuous airport system planning process is structured to be consistent with the process defined in FAA Advisory Circular 150/5070-7 (The Airport System Planning Process) with the objective of developing a new regional aviation element and airport ground access element for the agency's 2008 Regional Transportation Plan.

Tasks will be coordinated with recently completed and ongoing SCAG aviation studies, including the regional air passenger and air cargo forecasts, MagLev deployment Study and the Regional Airport Management Implementation Study.

Specific technical input for the continuous aviation system planning program will be provided by the existing Aviation Technical Advisory Committee, and the recently reconstituted Aviation Task Force. The Aviation Task Force includes designated representatives from the Federal Aviation Administration (Western-Pacific Region), the California Department of Transportation and air carrier and general aviation airports in the region.

## **1. REGIONAL TRANSPORTATION PLAN – AVIATION (PHASE TWO)**

The major component of this Scope of Work is to develop a new airport ground access element for the 2008 Regional Transportation Plan (RTP). This work will be reviewed by SCAG's Aviation Task Force, and Transportation and Communications Committee.

### *Task A      Airport Ground Access Study*

This work will focus developing an updated regional airport ground access element for the agency's 2008 Regional Transportation Plan (RTP). This work will build on the airport ground access element developed and adopted for the 2004 RTP, and will be closely coordinated with all air carrier airports in the region.

Baseline information on airport ground access facility configurations, ground counts, turning movements and peak saturation flows will be updated for freeways, primary and secondary arterials, and major intersections and interchanges which serve as ground access facilities for air carrier airports in the region. Existing transit service will also be inventoried. Current capacity deficiencies will be identified for key components of the airport ground access system around each air carrier airport.

For the years 2015, 2025 and 2035, air passenger and truck trips will be generated based on the new definition of the "Preferred" regional airport system that will be defined by the Aviation Task Force. Trips will include those generated from background traffic as well as from air passenger, air cargo air airport employment activities. For air passengers, a mode choice model will be employed to separate the trips by different access modes. Both roadway and transit modeling will be conducted for these years to identify future facility capacity deficiencies.

A separate analysis will be made of the optimal location of new FlyWays (i.e., new airport park-and-ride facilities) being proposed by Los Angeles World Airports. A site selection analysis will be conducted to identify the optimum location for these new facilities in terms of their accessibility to the region's high-occupancy-vehicle (HOV) and rail networks, and ability to connect air passenger markets with available capacity at the region's suburban air carrier airports. The results of this study will be included in the 2008 RTP, including additional projects that may be needed to increase access to the proposed FlyAway facilities.

Once ground access needs are identified, they will be compared to projects included in the 2004 RTP (funded and unfunded/unconstrained). These projects will be reviewed for re-inclusion in the 2008 RTP, including the potential for giving funding commitments to unfunded projects. New projects will also be added as needed and appropriate to fully address the estimated needs for each airport, to both funded and unfunded project categories. Cost estimates will be made for all airport ground access project recommended for inclusion in the 2008 RTP, and costs will be totaled for each airport.

**Task:** Regional Airport Ground Access Element  
**Output:** Ground access improvement recommendations for 2008 RTP  
**Time:** October 2006—September 2007  
**Staff Cost:** \$36,842  
**Consult. Cost:** \$68,421

*Task B: Update General Aviation Forecasts*

SCAG regional forecasts of general aviation based aircraft and operations will be updated and extended to a year 2035 planning horizon for inclusion in the agency's 2008 Regional Transportation Plan (RTP).

General aviation airports will be surveyed by both phone and mailed questionnaires, to determine recent trends in based aircraft by aircraft type and operations by trip type. Forecasts will be based on past trends at each airport, as well as state and national forecasts for the general aviation industry. Capacity constraints at urban air carrier airports that accommodate general aviation activities will be factored into the forecasts. Also, information that was recently collected using tax county tax rolls that matched aircraft owner location (by zip code) with location (airport) of taxable property (aircraft) will be used to forecast aircraft migration from urban to suburban general aviation airports. Lastly, operational forecasts for selected general aviation airports in the region with substantial IFR operations, generated for SCAG's Regional Airspace Analysis, will be incorporated into the forecast.

**Task:** Conduct new general aviation surveys and develop updated general aviation forecasts  
**Output:** 2035 general aviation forecasts--based aircraft and operations  
**Time:** October 2006—June 2007  
**Staff Cost:** \$42,105

*Task C: Aviation Task Force Support*

A reconvened Aviation Task Force comprised of elected officials, airport representatives and aviation industry stakeholders will recommend an updated aviation element and airport ground access element for the 2007 Regional Transportation Plan and review, refine and recommend aviation policies necessary to implement the aviation plan. Specific goals for the Aviation Task Force include:

- Review Implementation Strategy Recommendations
- Review, refine and recommend regional aviation policies for the 2008 RTP
- Review and recommend new airport ground access projects for the 2008 RTP
- Review modeling and forecast assumptions for the 2008 RTP
- Recommend Regional Aviation and Airport Ground Access elements for the 2008 RTP

**Task:** Support Aviation Task Force  
**Output:** Agendas, minutes, and informational reports  
**Time:** October 2006-July 2007  
**Staff Cost:** \$31,579

## 2. CONTINUOUS AVIATION SYSTEM PLANNING

*Task A: Collect and Update Regional Aviation Activity Data*

Data concerning aircraft operations, passenger enplanements and air cargo tonnage will be collected on a monthly basis. SCAG will collect this data from all air carrier and commuter service airports.

An Air Service Trends Monitoring program has been established and maintained for the SCAG region. This program purchases OAG flight data and aircraft ownership data with the objective of monitoring regional commercial air service in the region. It provides trend data to airport operators around the region for their uses and will also assist in monitoring the success of the Aviation Implementation Plan. Data will be purchased to continue this program in FY 06-07. Data will be collected on many aspects of airline service in the region. These include daily passenger departures by length of haul and international region, passenger and cargo departures by departure time, top O&D markets served, market share by airline departing seats, domestic load factors by airport and aircraft type, and new non-stop routes from the LA Basin. Data will be compiled for each airport, and will also be aggregated for all commercial airports to track changes in the region. Quarterly and annual reports will be prepared that summarize major trends in the region.

**Task:** Collect and Update Regional Airport Activity Data  
**Output:** Quarterly and annual reports of regional aviation activity  
**Time:** Ongoing.  
**Staff Cost:** \$10,527  
**Consult. Cost:** \$10,526

## 3. SERVICES

*Task A: Public Participation Program*

Specific policy direction for the Aviation Continuous Planning Program, including work in preparing new regional aviation and airport ground access elements for the 2008 RTP, will be provided by SCAG's policy committees. These include the Transportation and Communications Committee, comprised of regional elected officials and the Aviation Task Force, comprised of elected officials, airport and aviation industry representatives and other stakeholders. Technical input on regional aviation matters, assistance in data



collection and identification of new aviation issues will be provided by the Aviation Technical Advisory Committee. Membership on this committee includes regional airport representatives.

Staff will attend and actively participate in meetings of various aviation interest groups in the Los Angeles metropolitan area. Attend and participate in meetings related to Southern California aviation and provide expertise and/or develop materials for the groups as requested. Groups could include but are not limited to the Transportation Research Board, the San Diego County Regional Airport Authority, the State Division of Aeronautics, the State Transportation Commission, the South Coast Air Quality Management District, local airport authorities and other local agencies.

<b>Task:</b>	<b>Sponsor the Aviation Technical Advisory Committee and the Aviation Technical Advisory Committee, and participate in other meetings as necessary.</b>
<b>Output:</b>	<b>Copies of printed materials developed for the Aviation Task Force, Aviation Technical Advisory Committee and other groups, including meeting agendas and minutes, fact sheets, Regional Aviation Element summary handouts, and SCAG aviation web pages</b>
<b>Time:</b>	<b>Ongoing</b>
<b>Staff Cost:</b>	<b>\$31,579</b>

*Task B:        Local Government Assistance*

Counties and other local jurisdictions will have access to SCAG staff and documents as a resource which they can utilize to keep abreast of the current status and projections for those elements of aviation activity which directly impact their planning.

When a jurisdiction decides to initiate aviation studies such as a master plan, site selection, or aviation facility expansion, aviation staff will make appropriate data and documents available to the entity. Staff will assist jurisdictions in integrating the aviation studies with the aviation goals and policies in the Regional Transportation Plan.

Assistance to the sponsor in preparation of pre-applications for funds will be made available. SCAG will comply with Executive Order 12372 (Clearinghouse Review) in the review of the proposed applications.

Airport Five year Capital Improvement Plans will be collected and reviewed with SCAG surface transportation plans as required by Caltrans.

<b>Task:</b>	<b>Periodically brief local jurisdictions on those aviation issues which impact them.</b>
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**Output:** Assistance to airport sponsors and local jurisdictions,  
clearinghouse project reviews, airport Capital Improvement  
Program reviews  
**Time:** Ongoing  
**Staff Cost:** \$21,053

*Task C:        Reports, Coordination and Management*

Throughout the project, various technical working papers will be prepared for review by the FAA, CalTrans, the Aviation Task Force and Aviation Technical Advisory Committee. Those products of this program which recommend changes of policy or extension of the plan into new planning periods will be submitted to the SCAG Regional Council for adoption.

Any updates or amendments to the Regional Aviation Plan will be conducted by SCAG. Overall project management will be the responsibility of SCAG. Airport managers, aviation interest individuals and the State of California will be asked to assist on particular elements of the work program. Work associated with this task will involve preparation for meetings, recording of minutes and distribution of working papers and pertinent data.

**Task:** Project Management  
**Output:** Issue Papers, Reports, Memoranda  
**Time:** Ongoing  
**Staff Cost:** \$10,526